



Construction, Contractor, and Business Opportunities

Project Fact Sheet

Implementation of Maryland 355 FLASH BRT will transform driving and riding experiences on MD 355, bringing more accessibility and mobility options and safer, and reliable transit service between Bethesda and Clarksburg. The project is designed to improve the quality of life for Montgomery County residents and support business growth by enhancing transit connectivity, reducing travel times, and increasing on-time transit performance.

Population and employment growth along the Bethesda-Clarksburg corridor is expected to outpace Montgomery County overall, leading to significantly worsening traffic congestion, affecting safety and accessibility. MD 355 FLASH BRT will address these issues, lowering transit travel times by using dedicated bus lanes along portions of the corridor and by creating a significant number of transit enhancements. These improvements will also lead to ridership growth due to better transit reliability and enhanced mobility options that reduce the need to drive.

MD 355 FLASH BRT supports the Countywide Transition Corridors Functional Master Plan (CTCFMP) and the County’s mobility, land use and economic development goals. The Bicycle Master Plan and the City of Rockville Bikeway Master Plan are also being considered and integrated.

Designed for how people live, work and play

The MD 355 FLASH BRT is being developed with the entire rider experience in mind, starting with dedicated bus lanes and incorporating technologies that demonstrate environmental stewardship while making the transit system more efficient and accessible:

- New transit stations with level boarding
- Off-board payment systems
- Transit Signal Priority (TSP)
- New, zero-emission buses
- Improved pedestrian and bicycle facilities
- Landscape enhancements

A new BRT-focused transit center will be built near Montgomery College-Rockville and the project includes an expansion and relocation of the current Lakeforest Transit Center closer to MD 355. Riders will save travel time by the connection of local bus routes with MD 355 FLASH BRT.

To achieve optimal long-term sustainability and performance, a new operations and maintenance facility will be situated along the corridor.



Project Status

Planning and Conceptual Engineering was finished in 2019. Concepts can be found on the project website.

MCDOT is advancing the project, the entire 22-mile corridor from Bethesda to Clarksburg, using a Progressive Design Build (PDB) approach. This construction model involves bringing the designer/builder into the project at an early stage with the selection based upon qualifications, rather than solely on price. Other advantages found with PDB include a streamlined procurement process, greater budget oversight and faster decision-making with a single point of responsibility.

As of May 2023, Preliminary Engineering design is approximately 35% complete. This gives County staff a strong working understanding of project costs and timeframes for project implementation.

MCDOT is preparing to advance the MD 355 FLASH BRT into the federal project development stage, focused on these key activities:

- Completion of required federal and state review processes, including environmental documentation
- Confirmation of the project funding plan, including strategies to better position the County for federal and state grants
- Preparing requirements for qualifying prospective design-build partners



Implementation Plan using a Phased Approach

MD 355 FLASH BRT will be implemented in phases to accelerate the delivery of the overall project and expedite benefits to drivers, riders and County residents. The first phase of MD 355 FLASH BRT transit service will focus on a nine-mile portion between Montgomery College-Rockville Campus and the Montgomery College-Germantown Campus. This portion of the corridor is a priority because it is one of the more congested sections of the MD 355 roadway and will connect a large population of riders to housing and employment centers and extend the reach of Metrorail.

Public Engagement has been Vital

Public input and engagement have shaped MD 355 FLASH BRT design decisions by providing input on preferences and sharing insights on how residents travel along the corridor. Starting in 2015 and continuing through 2022, MCDOT met with dozens of stakeholder organizations, community groups and two newly established Corridor Advisory Committees (CAC) who provided feedback and made recommendations on design, construction and proposed station locations. Input gathered at public open houses, pop-up events, online comments and survey responses also have been integrated into the current designs for the project. Find minutes from CAC meetings, project details, and register for updates on the MD 355 FLASH BRT website.